 Direction générale de l'aviation civile France GSAC publication	AIRWORTHINESS DIRECTIVE No F-2005-190		Distribution: A	Issue date: November 23, 2005	Page : 1/2
	This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>		
<p style="text-align: center;">No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.</p>					
Corresponding foreign Airworthiness Directive(s): Not applicable			Airworthiness Directive(s) replaced: None		
Person in charge of airworthiness: EUROCOPTER			Type(s): EC 130 helicopters		
Type certificate(s) No. EASA.R.008 TCDS No EASA.R.008					
ATA chapter: 65		Subject: Tail rotor drive - Tail rotor drive shaft			

1. EFFECTIVITY:

EC 130 B4 helicopters delivered before January 1st, 2005.

2. REASONS:

This Airworthiness Directive (AD) is issued following the discovery of several cases of loosened rivets in the tube-to-flange attachment of the tail rotor drive center section shaft.

In one case, this loosening of rivets was associated with a crack in the tube which started from a loosened-rivet hole.

These occurrences can lead to failure of the tail rotor drive center section shaft.


3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The following measures are rendered mandatory as from the effective date of this AD:

3.1. No later than within 50 flying hours or three months (the first limit reached is applicable), check that there are no cracks and no loosened rivets in the tube-to-flange attachment of the tail rotor drive center section shaft, and check the perpendicularity of bearing No. 1, in compliance with the instructions given in § 2.B. of the Alert Service Bulletin (ASB) referenced below.

3.2. Result analysis:

- If a crack or a loosened rivet is found, replace the tail rotor drive center section shaft before the next flight.
- If the out-of-perpendicularity of the bearing is more than 0.1 mm, apply the corrective procedure described in § 2.B.2. of the ASB referenced below.

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4. REFERENCE PUBLICATION:

EUROCOPTER EC 130 Alert Service Bulletin No. 65A002.
(Any subsequent approved revision to this ASB is acceptable).

5. EFFECTIVE DATE:

Upon receipt as from November 23, 2005.

6. REMARK:

For any questions concerning the technical content of the requirements in this AD, please contact:

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7. APPROVAL:

This AD is approved under EASA reference No 2005-6410 dated November 15, 2005.